

# Engineering Heritage Australia Bulletin: #20

## 09 May 2022

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### The RTAA Rail Industry Field Day (11-12 May 2022)

The Rail Track Association Australia (RTAA) Rail Industry Field Day with Official Partner Sydney Trains is known as the biggest, most diverse, and best outdoor event on the Australasian rail calendar. The RTAA Field Day events are held biannually with the next edition to be held in Chullora on 11-12 May 2022.

The event is free to attend and will include a number of exhibitors from the industry, live demonstrations, presentations, and some surprises!

A draft program can be [found here](#).

[Registration](#) prior to attending is recommended.

*(From William Phippen)*

### 2022 Western Australian Heritage Conference online (19-20 May 2022): Building resilience to natural disaster and considering the challenges to heritage places - FREE event

Western Australia experiences many natural hazards which include bushfire, flood, cyclone, severe storms, and earthquakes, all of which pose a serious risk to our cultural and built heritage.

Experience shows that the impact of a natural hazard, such as an earthquake or cyclone, on heritage buildings can devastate a town's economy and social fabric. It is important that government agencies and the local community come together to find ways to make these buildings more resilient to natural hazards.

Action now will help save our heritage places for future generations to enjoy.

This two-day online conference provides an opportunity to explore strategies to help make your heritage place more resilient in the face of disaster. A more resilient structure not only results in less damage, it also helps to speed up the recovery process.

More information on the topics and presenters can be found on [WA Department Website](#).

Registration for the 2022 Heritage Conference is open and is available via this link [Registration](#)

*(From Mike Taylor)*

### **Adaptive re-use of Balls Head coal loader (20 June 2022) – an interesting upcoming webinar in June**

The Balls Head Coal Loader site at Waverton in Sydney is a striking example of how engineering has changed Sydney Harbour over the past two centuries and how it is still changing. The historic Balls Head site has developed from one of striking natural beauty, through the construction and operation of a dust laden coal loader, to now a centre for sustainability and public enjoyment. Thus, while the Balls Head Coal Loader is a significant example of engineering heritage, it is also an excellent case study in heritage engineering, outlining the challenges and engineering innovation in repurposing it from an abandoned site into a vibrant community facility. In recognition of its significance, the Coal Loader was formally added to the NSW State Heritage Register in 2021.

EA is holding this webinar on the 20<sup>th</sup> June. For more details and to register refer to the link below:

<https://www.engineersaustralia.org.au/node/71011>

A comprehensive article on the Balls Head coal loader was included in the January 2022 edition of Engineering Heritage Australia Magazine.

*(From Margret Doring)*

### **The construction of the three Narrows Bridges in Perth – another interesting upcoming webinar in June**

The Narrows Bridge is a well-known iconic landmark in Perth and provides a vital link in the north-south road and rail transport corridor for the city. However, not many people may realise that the 'bridge' actually consists of three separate bridges, designed and built in completely different eras and with completely different construction techniques. The original Narrows Bridge was designed in the UK and became the first prestressed concrete bridge to be built in Australia. While its design and construction methodologies may be regarded as primitive by today's standards, they were cutting edge and state of the art at the time.

A second bridge was conceived in the 1990s to cater for the massive increase in traffic volumes and to carry the northbound traffic. The design and construction techniques used for the second bridge were in stark contrast to those used on the first bridge, yet the final

product achieved the design brief of visually matching the original bridge, with only subtle differences, visible only to the trained eye of an engineer. The third bridge, carrying the southbound rail line, was built in between the two road bridges in 2007. For practical reasons, the structure was steel, in response to the significant challenge to construct the bridge in between two operating road bridges.

This presentation will discuss the history of the three bridges, their design and construction methods and contrast their differences according to the eras in which they were built.

EA is holding this webinar on the 28<sup>th</sup> June. For more details and to register refer to the link below:

<https://www.engineersaustralia.org.au/event/2022/01/construction-three-narrows-bridges-perth-40956>

*(From Gerry Hofmann)*

### **Roundhouse Magazine, Autumn 2022 issue has been issued**

Roundhouse Magazine is the NSW Rail Museum Magazine. It contains articles, news, and events about heritage rails and the latest news about restoration projects.

The Autumn 2022 edition of Roundhouse magazine celebrates 60 years of the Southern Aurora and includes:

- A Brief History of the Southern Aurora by Chris Banger
- Revisiting Australia's Rail Gauge Fiasco
- Reflections on travel and work on the Southern Aurora and the Spirit of Progress
- Plus news and updates from Transport Heritage NSW.

The magazine is sent to all members of the NSW Rail Museum and can be ordered from the [NSW Rail Museum Online Shop](#)

*(From Firas Shawash)*

### **Contributions needed**

*Readers are invited to share news, bright ideas, issues of concern, advice about online talks – anything that would be of interest and helpful to others, by sending them to editor Firas Shawash at [fshawash@yahoo.com](mailto:fshawash@yahoo.com) for inclusion in the next Bulletin - more Australia-wide content would be appreciated.*

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